International

Cessna 120/140 Association

JANUARY 1982 BOX 92 • RICHARDSON, TEXAS 75080 ISSUE 48

• • • TALE WINDS • • •

Last month we discussed Flight Service Stations and the services they can provide you as a light airplane operator. This month, as promised, we are going, in-depth, into the wonderful world of radar, Center, Approach and Departure control -TRSAs and TCAs. Let's get started.

The portion of the Air Traffic Control system we would like to address is the radar facilities operated by the FAA. The enroute Air Traffic Control is commonly known as the "Center." It controls traffic over the route, not necessarily on airways. The Approach and Departure Control controls traffic in and out of the airport terminal areas.

All these facilities have radar capability. They can monitor your progress on the

Curley Owen

radar scope and provide you with a tremendous amount of service. If you are VFR, it is on an advisory basis. You are asking for assistance, and if they have time, work load permitting, they will in most cases be very happy to accommodate. Their primary operation is to control movement and provide traffic separation for IFR operations; but as we have said, they can provide you a lot of information and assistance in a VFR operation.

They can provide us with such information as ground speed, traffic separation, thunderstorm-rain shower avoidance, and if we have a problem they are the people we want to talk to because they know exactly where we are.

Touching on search and rescue for just a minute; it is very difficult to locate an airplane that has filed a flight plan and has not talked to anyone for hours! No one knows where to start the search. Well, if you are in touch with radar facilities and you develop a problem, you don't have to try to find a frequency to establish radio contact, look for a field, and at the same time try to make an emergency landing. If communications are already established you merely pick up the microphone and tell them you have a problem. The operator knows exactly where you are because you are on his radar scope. He knows the heading to the nearest suitable airfield and the distance. What a comforting friend!!

Now, how do you contact this man? One of the easiest ways is to call a Flight Service Station. Remember, the frequency is 122.1 and listen on the VOR. I reiterate, that is

Cont. on Page 2

MIND YER MANNERS

The Winter Solstice has just passed. Cold, windy days are ahead. So is carb ice for us in moderate climes. Act like a well bred pilot and do right with your bird and your fanny.

Probably the most pleasant flying weather of the year occurs during cold, clear days. Nothing like a zero degree day, clear, crisp. The dry, dense air makes a new thing of your machine. The engine is happy with more air, the wings are delighted with the extra lift, the cylinders and oil sump are relieved of their struggle to keep cool. Just great! Until the oil temp starts to sag and pressure makes your eyes bulge! Then you wish you had closed off the lower case air intake holes and baffled part of the cylinder intake openings. It doesn't take much. 100 mph duct tape will do the trick temporarily. Look in your parts catalog for the drawing of the winterization kit and duplicate it as closely as you can. Wag-Aero has an asbestos bag that fits around the oil sump, as well as wrappings for the intake tubes. Your engine should run at at least 150 degrees, you know. Oil can congeal if it gets too cold.

Keep your fuel tanks full when tied down. During the night the tank is cold, the fuel is cold. When the sun hits the top of the wings during the day, even though the OAT may be 10 degrees, moisture condenses on the top of the inside of the tank and trickles down into the fuel. If you don't drain the wing sumps and the fuel strainer you no doubt will wind up with an unmannerly engine. Remember, the wings need to be reasonably level so that all the water can be drained from both tanks. If you are not convinced, try burning water! A few droplets will go through, as long as they are droplets, that is. If the droplets get into the fuel line and the OAT is low enough they will freeze. Most distressing indeed.

Carburetor ice, its propagation and elimination should be understood. If not understood, memorize some facts! You all know what the carb heat box looks like and how it functions. It proportions hot and cold air into the carburetor. Ice can, under the right set of circumstances, form in the venturi and on the butterfly valve in the carburetor. When this begins you will notice a decrease in rpm. You will no doubt add throttle, and add throttle, and more throttle. That is, you will unless it comes to you that you have carb ice forming. It is unlikely that at cruise with the throttle lock tightened the rpm will fall off due to vibration. Pull on **full** heat at the first suggestion of trouble. Keep it on until the rpm begins to rise. The time required will depend on how much ice has formed. When the roughness and rjpm drop have cleared move the heat lever to the cold air position. Watch closely for a recurrence of ice, and repeat the procedure if needed. By trial and error you can determine the minimum amount of heat required to prevent ice forming, each time removing ice that is formed by applying full heat. Remember, on you approach glide just **before** reducing power apply full heat and leave in full hot until you are on the ground. Long idling on the ground produces ice so be careful when you pull out for take-off, and on climb out watch it! Temperatures below 32 degrees are less likely to cause ice. The colder the air the drier it is. Good luck.

While taxiing down wind on gusty days keep the control wheel full forward. The wind will not get under the elevator and put you on your nose. Good idea any time. Also, keep the aileron into the wind down, thereby tending to keep a gust from lifting it. Do this particularly when turning into the wind.

TALEWINDS - cont. from Page 1

122.1 on your transmitter and listen on your VOR navigation receiver. Turn up the volume and call the Flight Service station. For example, "Martinsburg Radio, this is Cessna 3606V listening Front Royal VOR or listening Frederick - whatever facility you are listening to, because he must throw the "key" to transmit over that facility. He comes back and says, "03V, this is Martinsburg radio." You reply, "03V is 14 miles northwest at 5.5 (your altitude) enroute Baltimore. Do you have a radar frequency for me?" He comes back, "Stand by. - Try 132.5 for Dulles Approach." You respond, "Thank you. Good day. 03V." An example of your next call; "Dulles Approach, Cessna 3603V, 5.5, enroute Baltimore, squawking 1200. We would like advisories." (1200 is the VFR all altitude code.)

So what will happen? Dulles Approach will come back and assign a transponder code; "Cessna 03V squawk 5142." We put the digits in the transponder. He will say, "Ident." We push the ident button and he will see a glow on his radar screen telling him our position - ( ) miles northwest of Dulles.

After you receive the frequency 132.5, it is a good idea to write this frequency on your navigation chart in the area where it is being used. Saes a step on the way back. You couldn't possibly carry around all of these frequencies. They are published in numerous places, such as radio facility charts, instrument approach charts, and many commericial publications such as SKY PRINTS, etc., but most of us don't subscribe to these or don't always carry them so we just call someone and ask.

Now what service can Dulles Approach, 132.5, provide us? Traffic separation between aircraft in his area and avigation vectors to our destination. He will generally let us do our own navigation. If he is not too busy he may say, "How would you like to go direct? Turn right to 140° and go direct to Annapolis." He can also provide us with ground speed if he is not too busy, but most of us know what our birds will do -slow. The very interesting and assuring points are traffic separation and the search and rescue aspect. The fact that you are in contact with someone helps too. You have someone to plead your case to if you have a problem.

Several years ago when we first started flying in the Baltimore-Washington area after flying in the Midwest with wide open spaces, section line roads, open fields, little traffic, and rarely using a radio, we encountered an "active" environment. In our immediate vicinity we have three major airline airports, several feeder airports, many small fields, at least six military bases, restricted areas, and artillery and rocket ranges firing into the airspace. We thought - this is no place for us in this little airplane! There is no space left for us. We are being forced out. We couldn't see the need for a transponder. We thought it was something to benefit the Air Traffic Controller and of no benefit to us as pilots. I was miserably wrong. We found out that it was not wise to fight the system and sneak under, around and over control zones where there was no protection and somebody could run into you just as well at 500' above the control area as they can within it. So we decided we would get a transponder. It was not too expensive and has proven to be very reliable and a tool that we can and do utilize.

How we utilize it is pointed out in the following recap of a trip several years ago from Washington to Bangor, Maine. Upon departing from our little non-controlled field on a runway just a few miles from Baltimore-Washington International Airport, we contacted Baltimore Approach control on 119.7 whech we have done so many times. They provided us with radar vectors and traffic separation toward our first fix which was Wilmington, Delaware. Well, as we proceded along and started to get out of Baltimore's airspace, we received a call, "Cessna 03V, you are leaving my radar area, radar service terminated, squawk 1200, frequency change approved." Now this is the last place we want to be dropped off without a frequency. We were half-way between Baltimore and Wilmington with Philadelphia, New York, and Boston coming up, so we asked, "Is there another radar frequency you could suggest?" He came back, "In 10 miles contact Wilmington Approach on 126.5." So after a few minutes we contacted Wilmington and left the same code on the transponder that Baltimore had assigned -5142. Wilmington asked our final destination and we replied it was Bangor, Maine. He asked, "What is your next fix?" We advised that we would like to proceed over Modena VOR, west of Philadelphia, west of LaGuardia. We were given a heading, direct Modena, which at that time we could not receive because of the distance. So we tuned in Modena on 113.2 and set the course selector on the heading we were given. Well, sure enough, in a short time we were receiving Modena and he had us going direct, the needle was perfectly centered, the assigned heading corrected for wind drift. So once you've started and get into the system, if at all possible, stay in it for the duration of your flight. As you leave one area, ask for another frequency you can utilize. And again, if you finally do run out of radar areas, you can always come back and call Flight Service and pick up another frequency farther along your route. It is very assuring to be in radar contact. We went practically all the way to Bangor on radar vectors, only occasionally looking at the map!

Actually, on that trip we went through the Philadelphia TCA, New York's very busy TCA, and Boston's TCA without the required equipment which is an altitude recording transponder, required in certain TCAs. Once you get a handle on the

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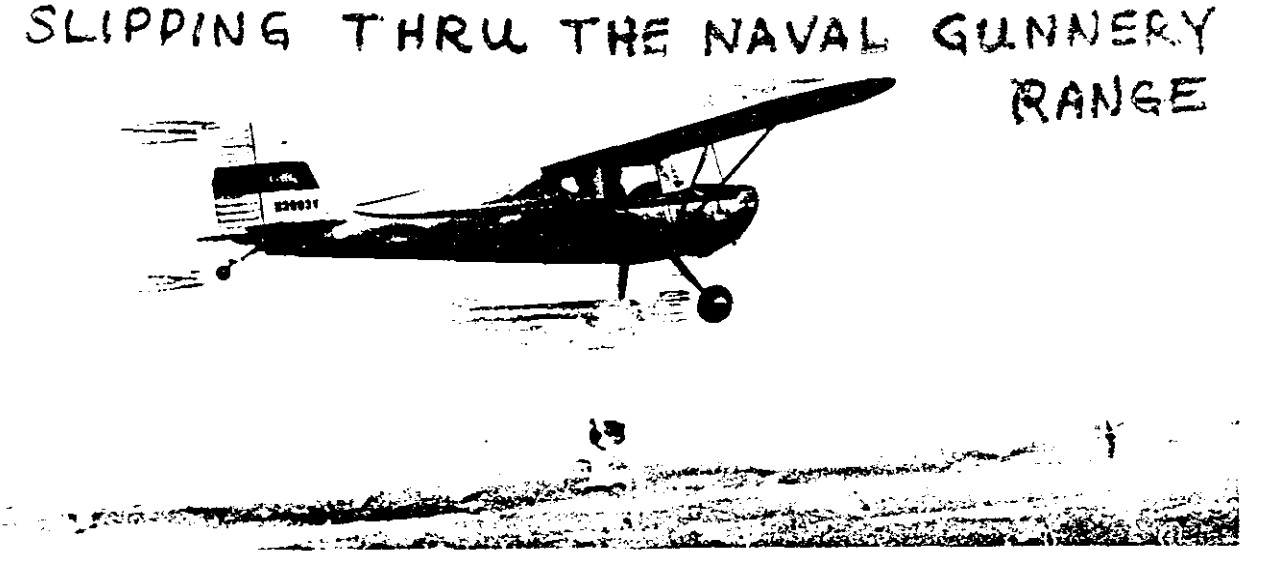


TALEWINDS - Cont. from P. 2

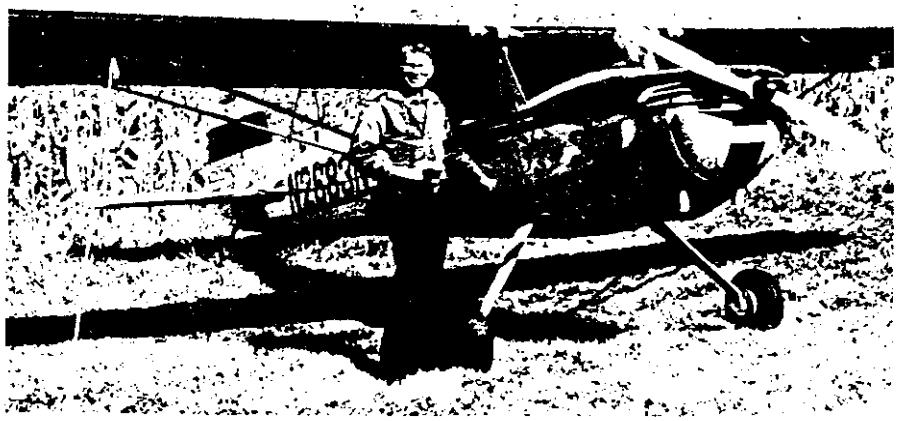
operation and understand how it works and the controller is confident that you are following his directions and you are paying attention to radio calls, he will bend a little bit letting you pass through areas normally restricted to better equipped aircraft. This will give you a lot of direct operation instead of going out or over or up or around using up your $2.00 per gallon gas or maybe your $1.25 per gallon stuff.

There were interesting moments as we approached New York. New York Center pointed out a TWA 727 off to our left and above us cleared through our altitude. TWA was advised to stop his descent momentarily until we passed and then to continue! It worked very well and didn't really inconvenience anyone.

Rador vectors can be helpful in another way. One field in our area is particularly hard to see from the air. Sometimes in summer haze and restricted visibility it is very nice to have the controller say, "Turn left 5 degrees, the field is 12 o'clock, and 7 miles. Report field in sight." We just let him steer us right up to the airport until we can visually identify it. Also in reduced visibility conditions, there is nothing nicer than having some traffic separation. We will again remind you that you are legally responsible for traffic separation. You still have to see and be seen. The traffic separation provided is 'work load permitting' and there may still be some traffic going past that has not been pointed out to you or has not appeared on radar, so be alert. ;If you do see unreported traffic, advise the controller of his approximate altitude and direction of flight so he can pass it on to the next guy.

Next month we will briefly cover regulations pertaining to TRSAs and TCAs and unicom. That will conclude the Air Traffic Control system. Let me hear from you as to what subjects you want discussed in the future. Send any comments or questions directly to me, 525 Lakeview Circle, Severna Park, MD 21146.

Let's go flying - Curley.



Joe Rostron, Clemson, SC

PARTS PARTS PARTS

We are getting calls for parts - keep them coming. We will gladly research back issues of the Newsletter and the files for you. I would like to suggest the following for engine parts:

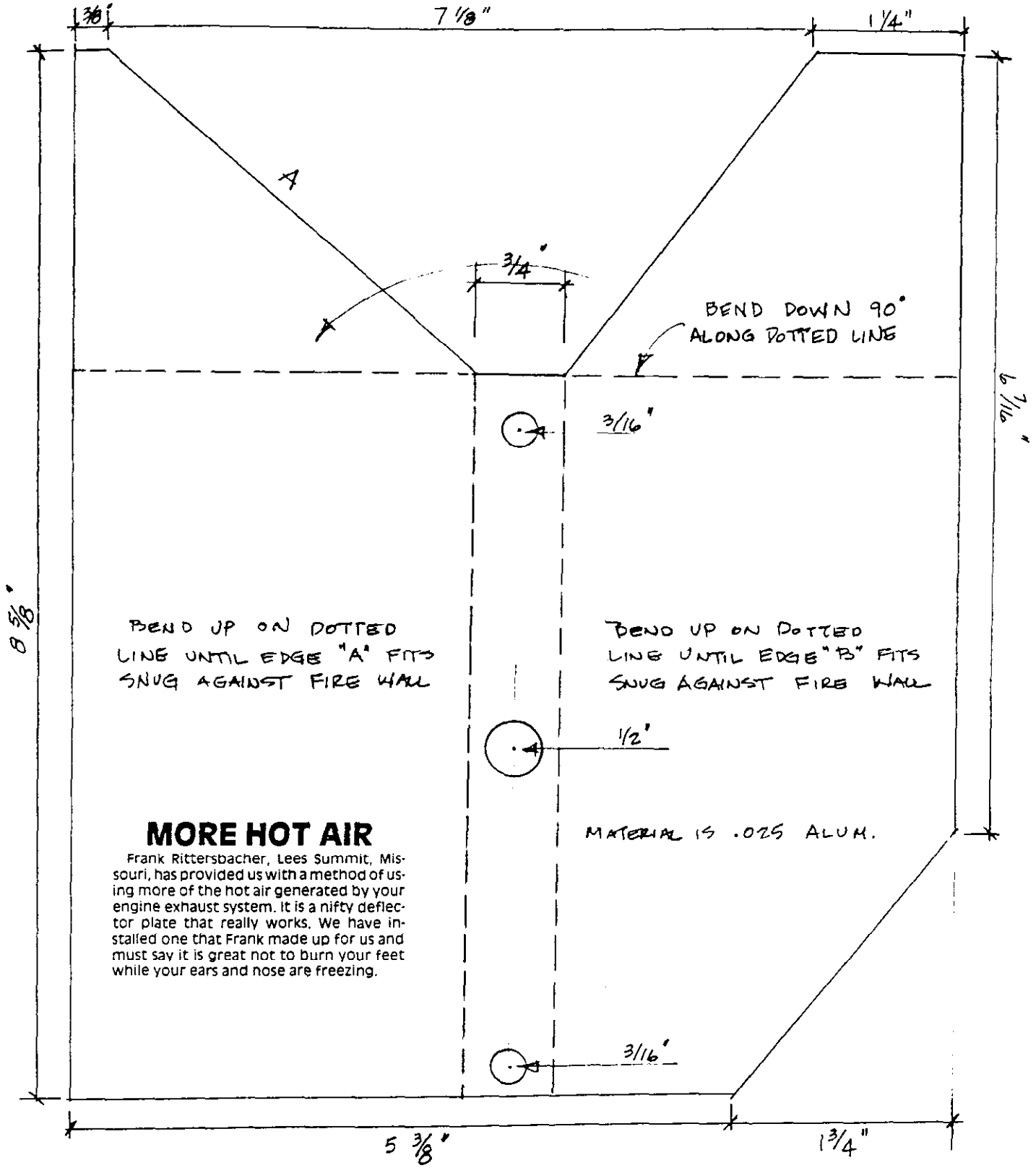
Robert Weber Inc.
1387 N. Cornelia
Fresno, California 93711 (209) 266-3532

Fresno Airparts Co.
Chandler Field
520 West Kearney
Fresno, California 93706 (209) 237-4863

Aircraft Spruce and Specialty Co.
Box 424
Fullerton, California (714) 870-7551

If you don't have an Aircraft Spruce and Specialty catalog, get one. It has much information such as exploded diagrams of Stromberg carburetors, Bendix mags, Scott tailwheels, etc. A good reference manual.

Curley and BeBe



MORE HOT AIR

Frank Rittersbacher, Lees Summit, Missouri, has provided us with a method of using more of the hot air generated by your engine exhaust system. It is a nifty deflector plate that really works. We have installed one that Frank made up for us and must say it is great not to burn your feet while your ears and nose are freezing.

FOR THIS DEFLECTOR TO WORK PROPERLY IT IS NECESSARY TO REMOVE SHROUD FROM CONTROL COLUMN AS THIS FUNNELS THE HOT AIR UP BEHIND THE INSTRUMENT PANEL.

BY FRANK RITTERSBACHER DEC 1981

A LETTER TO THE MEMBERSHIP

Our membership has been growing very rapidly leaving large areas and many members without a coordinator. Your club officers are in agreement that national and local activities along with a good line of communication, your newsletter, are the backbone of this club. We realize that for various reasons national fly-ins are difficult to attend and the trek to Oshkosh, which many of us make, can be too time consuming for many. Sure wish we could all see each other more often.

For these reasons I am asking for state representatives rather than our present system of area coordinators. The state representative will be asked to stimulate activities in his or her area. Anyone accepting the position will receive national support and guidance and we will be sending you our new state representative's package giving you guidelines, assistance and ideas. We will expect you to promote the International Cessna 120/140 Association in your state, promote flying activities, and recruit new members. (Not difficult, time consuming or expensive, just great fun!)

If we can double our club membership, and I feel that we definitely can, we want to go after such things as discount parts, insurance rates, etc. We not only want a bigger club, we want a better club.

Recently many members have inquired about paint schemes and the newsletter editor wants more photos of planes, members, etc., so please send photos to me to include in the newsletter. Include all the information on your bird such as N number, year, color, equipment, and any mods you have made. Let the other members see what you have and tell them what you are doing. We want the newsletter to be informative and something you can save and use for reference.

We want you all to benefit from this club so let's have some of you aviators volunteer for state representatives. The following is a list of regional coordinators. This group will be converted to state representatives in their respective states so we need state representatives in all the remaining states.

Jim Sprigg - N2440V
1062 Crystal Bowl Circle
Casselberry, Florida 32707

Curley and BeBe Owen - N3603V
525 Lakeview Circle
Severna Park, Maryland 21146

Ken Scott - N1125D
30030 Chestnut Drive
Evergreen, Colorado 80439

Gene & Nancy Hyatt - N1720V
P.O. Box 32
Richmond, Massachusetts 01254

Jim & Betty Merwin - N4028N
663 121st Lane, NW
Coon Rapids, Minnesota 55433

Charlie Wilson - N1122D
567 Forrest Avenue
Fayetteville, Georgia 30214

Don Murphy - N76344
R.R. #2, Box 20
Peru, Indiana 46970

Tom & Bev Teegarden - N89674
505 Salem Drive
Richardson, Texas 75080

Ed Tilgner - N76381
3401 Black Hills Road, NE
Albuquerque, New Mexico 87111

FOR SALE-FOR SALE

Fiberglass wheel pants. Original 140 design. Were on 140 with wheel extenders. Excellent condition. $100. Dave or Scott Littfin, 923 Dodd Rd., West St. Paul, MN (612) 451-9342.

1 C140 fuselage on gear, 1 motor mount, 1 set tail feathers, 1 set metalized wings with light tip damage, some misc. parts. All for $1,000. James C. Johnston, Box 163, Game Creek Road, Penns Grove, NJ 08069 (609) 299-9273.

Just a reminder that we have for your use a complete Cessna Aircraft drawing for the paint scheme used on the original 1946 120/140. All the layout dimensions are shown; width of stripes and locations. The drawing is reduced to a manageable size. Send self-addressed stamped envelope and we ll get 'em to ya. All you will need after painting is Blue Magic!

And, we still have "International Cessna 120/140 Association" brass belt buckles for only $7.50. The new decal T-shirts are $5.00 in four sizes. Patches are $3.50 for the small round ones, $7.00 for the ovals. Decals for your window are a buck.

Now you can own brand new facsimile copies of the Cessna 120/140 Operator's Handbook and the Cessna 120/140 Parts Catalog. These exact reprints of the original editions are being made available to you by Wag-Aero, Inc., with an exclusive offer for members of the International Cessna 120/140 Association. Parts Catalog for $20.00, Operators Handbook for $4.00. Both now for only $17.95! Order today from: Wag-Aero, Inc., P.O. Box 181, Lyons, WI 53148. Tell 'em you're a member!

CARPET FAILURE?

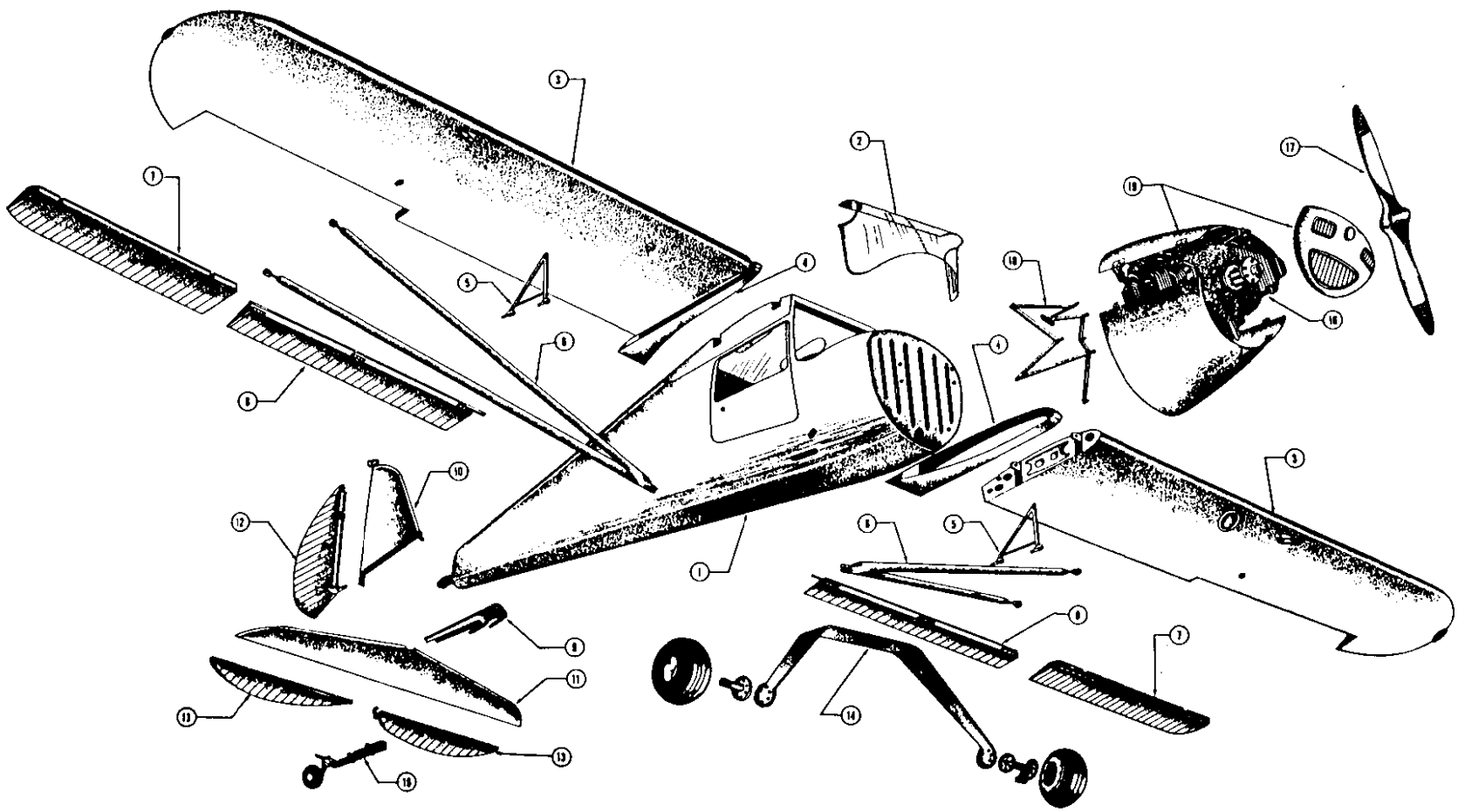
Linda Wackwitz reports from her new house in Denver that a local in his 120 was a hookin' it down the runway on his take off run when all of a sudden the machine nosed over doing severe damage to the gear, cowl, prop. Generally pretty well pranged, one might say. The local, thankfully, was not injured.

It seems as how the control column and its attendant cables and shroud got hung up in some dratted old frayed carpeting!!

Thanks, Linda, for the report. We should all check the floor carpeting, particularly that over the hump. Think what would happen if a rudder pedal got caught!

THANKS, DICK!

Received a copy of an article written by Dick Menold - N90028, 1614 Judith Ln., Gerard, Ohio 44420. It is titled "120s and 140s at Anderson," and appeared on the front page of PLANE AND PILOT NEWS, an aviation newspaper printed in Ravenna, Ohio. He covered all the exciting events of our fly-in, including a picture of the flight line, and ended with "See 'youall' in Atlanta in 82." Keep up the good work, Dick.



1	0410000 FUSELAGE	7	0424000 AILERON (L),-1 (R)
2	0411172 WINDSHIELD	8	0425000 FLAP (L),-1 (R)
3	0420002 WING (L),-1 (R)	9	0430005 FAIRING
4	0420006 FAIRING (L),-1 (R)	10	0431000 FIN
5	0422174 JURY STRUT ASS'Y.(L),-1(R)	11	0432000 STABILIZER
6	0422210 STRUT (L),-1 (R)	12	0433000 RUDDER

13	0434000 ELEVATOR (L),-1 (R)	17	0450015 PROPELLER
14	0441000 MAIN LANDING GEAR ASS'Y.	18	0451000 ENGINE MOUNT
15	0442000 TAIL WHEEL ASS'Y.	19	0452000 COWL ASS'Y.
16	0450006 ENGINE		

		F. DODSON	9-8-45	EXPLODED VIEW	
		FINDEISS		MODEL 140	
				CESSNA AIRCRAFT CO. WICHITA, KANSAS	CPI 0400000

MORE FOR SALE

1 left aileron, very good-$110; 1 Stromberg carburetor for 90 hp, good-$75; 1 original left wheel pant, fair-$50; 1 pair gear extension plates-$40; 1 orig. Scott small tire tail wheel, new condition-$100; 2 older Scott tail wheels, hard tires, good -$40 each; 1 set log books & data plate for 1948 140-$80. Gene Bohl, 102 8th Street N., Northwood, IA 50459 (515) 324-2314.

Would like to trade a 12 volt generator with regulator plus misc. used Goodyear brake parts for a kiddie seat or wheel pants. Wes Beery, 1107 Miami St., Urbana, OH 43078 (513) 652-1645.

140 for sale, 1946, fresh December '81 annual, 100 hp O-200 A, 900 SMOH, all metal. Con Case, 4736 Stevens Ave., Minneapolis, MN 55409.

Have really enjoyed the 120/140 News since joining the Association. I do have a need to sell (2 kids in college) my 120, a 1946 with a McKenzie conversion (125 Lycoming O-290D). Engine has 290 hours. Have recently replaced all plugs, heavy duty battery, and had some work done on the King 145 radio. Plane is in super shap and is hangared at Hartlee Field, Denton, Texas. Asking $8,500. Don Cunningham, Rt. 4, Box 85-C, Denton, TX 76201 (817) 387-0620.

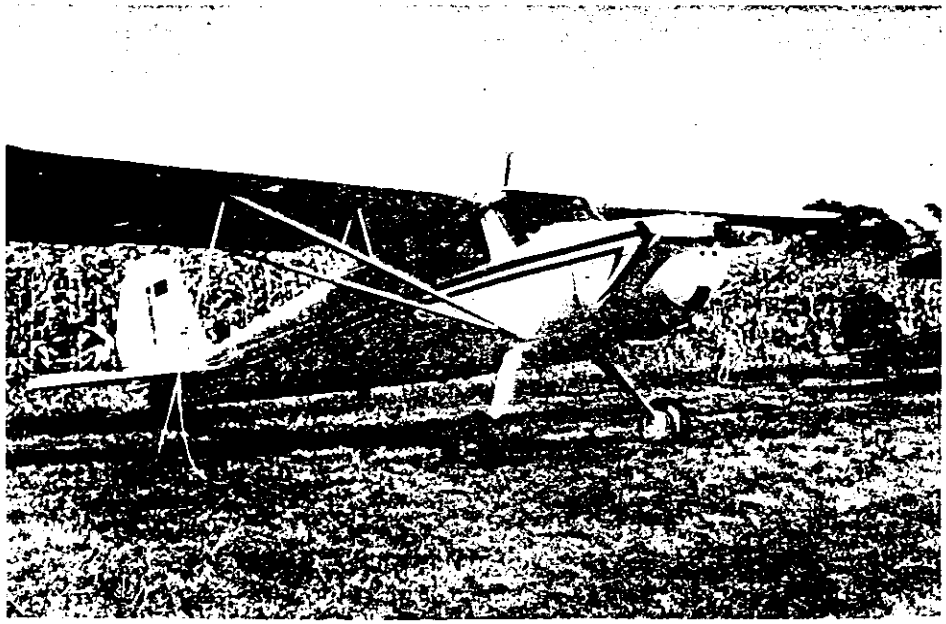
Sheet metal parts! George Mock, State Rd. 32, Chesterfield, IN 46011 (317) 378-7430.

Tons of 120/140 parts. Also 120/140 wheel pants - exact copies of originals except .008 heaver aluminum - the only new ones being made at $395 a pair. Raceway Equipment, RD 2, Box 92K, Riverhead, NY 11901 (516) 727-6191.

140, 1948, C-90-12F, all metal, Escort 110 radio, regularly flown, hangared at Bowman Field, Louisville, KY, $5,900 or trade for M4/M5 Maule. Eddie Lang, (502) 459-5751, Louisville, KY.

OOPS!!!

Couple of issues ago in the article TIMELY TIMING LIGHT submitted by Bill Rhoades, we made a mistake. The last sentence of the last paragraph reads, 'All I need is a case and the size of the board.' It should have been, 'All I need is a SASE (self-addressed stamped envelope)'...! Our apologies, Bill.



Louis Dooley, Kalamazoo, MI

• • • WELCOME NEW MEMBERS • • •

Peter Dufault - CF-XZQ, Box No. 1932, Edson, Alberta, Canada T0E 0P0
Mack Mitchard - N77159, 4705 Bunker Hill Lane, Virginia Beach, VA 23462

CHANGE OF ADDRESS

Charles W. Reddell - N90163, 906 Royal St. C, New Orleans, LA 70016 (was LA)
David S. Austin - N77063 P.O. Box 188, Carrollton, TX 75006 (was TX)
Jimmy R. Bass - N76690, P.O. Box 3913, Baton Rouge, LA 71802

NOTE TO ALL MEMBERS

Please notify the Association when you move. Each month we get returned issues (which require extra postage be paid) because people are missing! So, don't be missing or you will be missing out on your issues. When members cannot be found (after repeated tries), they are removed from the mailing list.

Application for Membership

International Cessna 120/140 Association

BOX 92 - RICHARDSON, TEXAS 75080

Your Name _____

Street or Box No. _____

City _____ State _____ Zip _____

I am a future owner _____, Past owner _____, Present owner _____.
If present owner please give the following information:
120_____, 140_____, s/n_____, N_____, Year_____, Engine_____

Wings—Fabric_____, Metal_____. Finish—Painted_____, Polished Aluminum_____.
Your prime interests in joining: Maintenance_____, Engine Mods_____, Parts_____,

Fly-Ins_____, Others (specify)_____

Annual Dues: $10.00

(Subscription rates $5.00 per year included in the annual membership dues)

90075 DOING FINE

From Scottsdale, Airzona comes this from Barbara Zinn:

"My 140, 90075, is doing fine after a few problems encountered last month. Just prior to a flight across the mountainous country of northern Arizona, my mechanic discovered that two of the three bolts holding my vertical stabilizer on were either missing or loose in the nut plate (probably as a result of being overtorqued at some earlier date). These bolts are located on the tail post, perpendicular to the elevator stop bolts (between them). To replace the nut plates it is necessary to completely remove the rudder, elevators and trim tab connections, and the vertical stabilizer. Then, the rivets holding the plates can be drilled out.

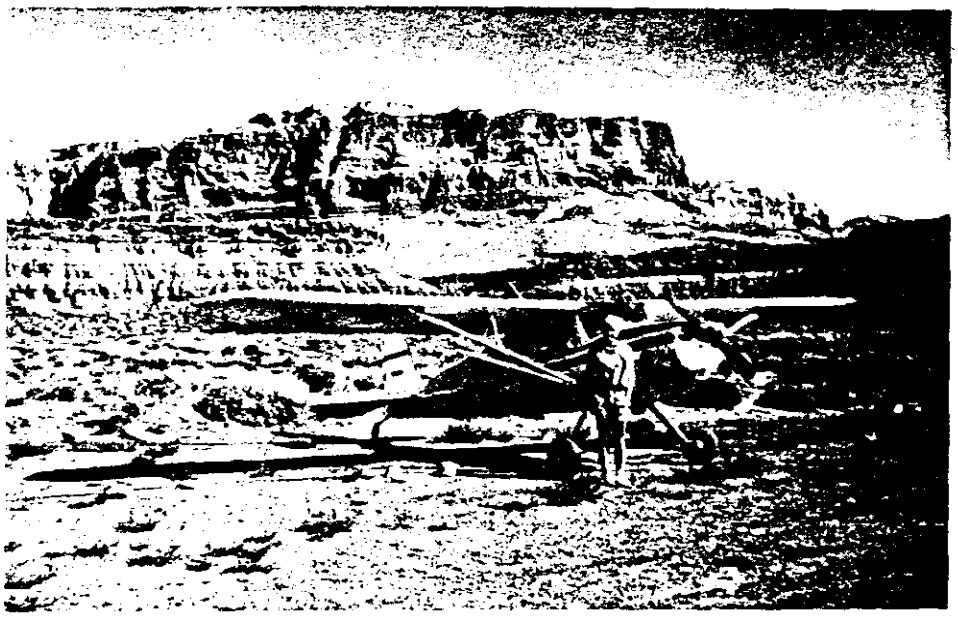
"We put the new plates in with cherry rivets to avoid having to lift the skin on the horizontal stabilizer. Needless to say, the new bolts were safetied together to minimize any turning in the plates. Be careful not to overtorque these when tightening them! The whole job took about a day and a half and was not difficult. Just frustrating now and then. While the tail was apart we doublechecked the numerous ADs out on the 120/140.

"Not that the tail is on a bit more snugly I've picked up about 5 mph in cruise! The moral here is to really check all those nuts and bolts during annuals and preflights.

"A few months ago, I repaired the slop problem in my flap torque tube by inserting a length of solid steel rod inside the tube where the bolt runs through, then redrilling. Works great. But, everyone should carefully check all flap hinges. Several of mine were torn up and about to let go. Probably because the flaps had not been put down when parked in the wind."

Barbara says she used to be the only member in Arizona, but that now she's managed to recruit a few more from the local 120/140 squadron at Scottsdale. If a few more join up she hopes to find the energy to hold a fly-in! Go get 'em, Barb!

P.S. Barbara needs a run-out O-200 for the Rose Parakeet she's building. Anybody got one?



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